

The China Mail.

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號八月七日一千八百八十八英

HONGKONG, THURSDAY, JULY 28, 1881.

日三初月七年己辛

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALDAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOWCH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Watbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSEY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOWCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—Macao, Messrs A. de MELLO & Co., Shewata, CAMPBELL & Co., AMY, WILSON, NICHOLLS & Co., Foochow, HERME & Co., Shunghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

COMPTOIR D'ESCOMpte DE PARIS.
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....\$3,200,000.
RESERVE FUND.....\$300,000.

HEAD OFFICE—14, RUE BERGERE,
PARIS.

AGENCIES and BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO,
MARBLES, BOMBAY, HONGKONG,
LYONS, CALCUTTA, HANOI,
NANTES, SHANGHAI, FOOCHEW,
MELBOURNE, and SYDNEY.

LONDON BANKERS:
THE BANK OF ENGLAND,
THE UNION BANK OF LONDON,
MESSRS C. J. HAMBRO & SON.

The Hong Kong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange business.

E. SCHWEBLIN,
Agent, Hongkong.

Hongkong, April 12, 1881.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 Dollars.
RESERVE FUND.....1,800,000 Dollars.

COUNT OF DIRECTORS.

Chairman—A. McIVER, Esq.
Deputy Chairman—H. L. DALYMPLE, Esq.

E. R. BREKLOS, Esq. Hon. F. B. JOHNSON,
H. DE C. FORBES, WM. REINERS, Esq.
Esq. H. HOPPIUS, Esq. W. S. YOUNG, Esq.

Chief Manager,
Hongkong, Thomas JACKSON, Esq.

Manager,
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. " "
" 12 " " 5 per cent. " "

Local Bills DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.

Hongkong, June 14, 1881.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,
ANNOUNCED TO ACCEPT FIRST-CLASS RATES OF
1% net per Annum, and other INSURANCES AT PROPORTIONATE RATES.

Shareholders are reminded that the Directors have the power of distributing a certain proportion of the undivided profits annually among such Shareholders as have contributed least to the Capital.

AGENCIES at all the Twenty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

A. G. STOKES,
Acting Secretary.

Hongkong, May 18, 1881.

Notices of Firms.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

DURING my Absence from Hongkong, Mr. ROBERT COOKE will act as SECRETARY.

By Order of the Board,
D. GILLIES,
Secretary,

Hongkong, June 13, 1881.

DENS¹ NOTICE.

FROM August 1st, 1881, Dr. H. YARDLEY EASTLAKE, M.A.D.D.S., will take Charge of the DENTAL PRACTICE of Dr. Wm. C. EASTLAKE, in Hongkong, and will Open his New DENTAL ROOMS, Lower Floor of the HOTEL DE L'UNIVERSITY, Wyndham Street. Latest Scientific Applications and Improvements in Dentistry. Office Hours from 9 A.M. to 5 P.M.

Hongkong, July 12, 1881.

NOTICE.

M. S. J. CRUTCH is authorized to Sign our Firm per Procuration.

REISS & Co.

Hongkong, 11th July, 1881.

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For Sale.

FOR SALE.

A BOUT 2,000 lbs. MILLER & RICHARD'S Extra-hard Metal BOURGEOIS TYPE, No. 10, (somewhat worn but in fairly good condition).

Apply to
OFFICE OF THIS PAPER.
Hongkong, July 22, 1881.

FOR SALE.

A Valuable LEASEHOLD PROPERTY situated in the QUEEN'S ROAD CENTRAL, consisting of FOUR ROOMS suitable for DWELLING, and THREE ROOMS suitable for OFFICES. Also GODOWN capable of holding about 600 Tons.

The GROUND FLOOR it is at present in the occupation of Messrs KELLY & WALKER.

For further Particulars, apply to
J. Y. V. VERNON,
or, BRERETON & WOTTON.

Hongkong, July 25, 1881.

FOR SALE.

A DWELLING HOUSE, in WYNDHAM STREET, Nos. 35, 37, 39, 41, 43, 45 & 47, on Sections B & C of INLAND LOT No. 51, belonging to the Portuguese Mission in China.

For Particulars, apply to
J. J. de REMEDIOS & Co., Agents.

Hongkong, June 2, 1881.

FOR SALE.

VALVOLINE CYLINDER OIL.

THIS Oil is a lubricant for the Valves and Cylinders of Steam Engines, and is free from the objections which exist against the use of tallow or vegetable oil.

J. M. ARMSTRONG.

Hongkong, June 27, 1881.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts.....\$16 per 1 doz. Case.
Pints.....\$17 per 2 doz.

GIBB, LIVINGSTON & Co.

Hongkong, February 2, 1880.

FOR SALE.

JOHN BAZLEY WHITE & BROTHERS' PORTLAND CEMENT.

Agents for China.

HOLLIDAY, WISE & Co.

Hongkong, June 13, 1881.

Ninth Volume of the CHINA REVIEW.

Now ready.

No. 6—Vol. IX.

—OR THE—

CHINA REVIEW.

CONTAINS—

Short Journeys in Szechuan.

Translations from the Li-Li, or General Code of Laws of the Chinese Empire.

The Province of Yunnan, and the Red River Route.

A Chinese "Planchette" Séance.

Record of Services of Chinese Officials written by Themselves.

Historical Sketches.

Notices of New Books and Literary Intelligence.

Notes and Queries—

A Critic Criticized.

The Etiquette of a Chinese Dinner.

Mountain Sheep for Hongkong.

The Camus among the Romans.

Chinese Oaths in the Colonies.

Rites Performed for the Dead.

Curious Customs.

Books Wanted, Exchanges, &c.

Hongkong, July 29, 1881.

To Let.

GODOWNS—TO LET.

PRAYA HANT AND WANCHAI ROAD.

For Particulars, apply to

SEEMSEN & Co.

Hongkong, January 21, 1881.

To Let.

N. O. 2, OLD BAILEY STREET.

And, No. 6, PEDDAH'S HILL.

Also, No. 8, SEYMOUR TERRACE.

April 10.

DAVID SASOON, SONS & Co.

Hongkong, July 18, 1881.

To Let.

To Let.

TO LET.

N. O. 4, MORRISON HILL

Apply to

T. G. GLOVER,

No. 7, Queen's Road Central.

Hongkong, July 20, 1881.

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Godowns—To Be Let.

Apply to

SHARP & Co.,

Land and Estate Agents,

13, Queen's Road Central, opposite

the Chartered Bank of India,

Australia and China.

Hongkong, July 20, 1881.

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Intimations.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED.

THE CHINA MAIL.

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For Sale.

MacEWEN, FRICKEL & Co.
HAVE RECEIVED FOR SALE,
Recently arrived Mail and
other Steamships.

**AMERICAN AND ENGLISH
GROCERIES,**
FRESH SUPPLIES RECEIVED BY EVERY
MAIL.

Eastern and California CHEESE.
Bouillon CODFISH.
Prime HAMS and BACON.
Russian CAVIARE.
Englo Brand Condensed MILK.
PEACH, and APPLE BUTTER.
Pickled OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2½ lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.

COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted
MEATS.

Richardson & Robbin's Curried OYSTERS.
Launch TONGUE.

Assorted American SYRUPS, for Sum-
mer Drinks.

McCarthy's Sugar LEMONADE.
Clam CHOWDER.
Codfish BALLS.

Green TURTLE in 2½ lb cans.

**CALIFORNIA
RACKER**
COMPANY'S BISCUITS in 5 lb
tins, and loose.

Alphabetical BIS-
CUTS.

Fancy Sweet Mixed
BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

NEW BOOKS,—
3,000 Numbers "FRANKLIN SQUARE" and
"SEASIDE" LIBRARIES, including
McCarthy's "HISTORY OF OUR OWN
TIMES," "ENDYMION," and
other recent Publications,
from 15 cents to 25
cents each.

HERBERT SPENCER'S COMPLETE WORKS
ON SYNTHETIC PHILOSOPHY.
IRVING'S COMPLETE WORKS.

HAWTHORNE'S COMPLETE WORKS.
EMERSON'S COMPLETE WORKS.

PRESWELL'S COMPLETE WORKS.

EDGAR POE'S COMPLETE WORKS.

WILLIAMS' "MIDDLE KINGDOM."

GRIFFIN'S "MIKADO'S EMPIRE."

BANCROFT'S HISTORY OF THE UNITED
STATES.

HARPER'S HALF HOUR SERIES.

MEDICAL WORKS.

SCHOOL BOOKS.

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ALBUMS of Music, with Words.

ALBUMS of Pianoforte Pieces.

Sheet MUSIC.

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REVOLVING BOOK CASES.

STATIONERY,—
FOR LADIES, and OFFICE USE.

OFFICE REQUISITES of every description.

SPECIALLY SELECTED
CIGARS.

WINES, SPIRITS, BEER AND
AERATED WATERS.

CROSSE & BLACKWELL'S
and
JOHN MOIR & Son's
FAIRHOUSE STORES.

TEYSONEAU'S DESSERT FRUITS.

SAVOURY PATE.

GAME PATE.

PORK PATE.

OX PALATES.

HUNG (Hambo') BEEF.

TRIPE.

FRUITS for Ices.

SECRETS.

COCAINTINA.

VAN HOUTEN'S COCOA.

EPIC'S COCOA.

ROBBINS' GROATS.

GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

Ham TONGUE and
Chicken SAUSAGE.

ASPARAGUS.

MACARONI.

VERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly
executed.

Hongkong, June 20, 1881.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
PEKING will be despatched for San
Francisco, via Yokohama, on SATUR-
DAY, the 30th July, 1881, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

Freight will be received on board until 2
p.m., the 29th July. Parcels Packages
will be received at the office until 5 p.m.,
same day; all Parcels Packages should be
marked with address in full; value of same
is required.

General Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, July 12, 1881.

Insurances.

**PRUSSIAN NATIONAL INSURANCE
COMPANY, OF STETTIN.**

THE Undesignated having been appointed
Agents for the above Company, are
prepared to Grant Insurances against FIRE
at Current Rates.

MEYER & Co.,
Agents.

Hongkong, May 10, 1881.

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THE CHINA MAIL.

spectacular emendations in telegrams. A telegram came, stating that a small explosion had killed an officer of the M.S. *Monarch*, off Goliotta, a quarry was freed after the last word, and "Gaita" suggested instead. And yet considering Goliotta is the port of Tunis, and that the *Monarch*, an iron screw-turreted ship, armoured, has lately been of Tunis, there was need of an alteration, unless the enunciator had something else to go on than his own ignorance of geography.

The Suez Canal Company held its annual meeting on June 9th. From the report presented, which proposed a dividend of 21,886 fr. in addition to the fixed interest of 25 fr., we take the following facts, from which we gather that the returns show an increase of nearly 40 per cent. on those of 1879. The directors state that they anticipate from the experience of the present year that there will be a still larger traffic than last year:

The gross receipts have amounted to £41,820,000, and the gross expenditure to £28,841,000, leaving a net profit of £12,079,000. During last year 2,026 ships, with a tonnage of 4,344,19 tons, passed through the canal. From 1870 till then the figures had been as follows: In 1870, 486 ships and 495,911 tons; in 1871, 763 ships and 761,407 tons; in 1872, 1,082 ships and 1,072,072 tons; in 1873, 1,284 ships and 2,422,672 tons; in 1874, 1,494 ships and 2,940,708 tons; in 1875, 1,457 ships and 2,072,107 tons; in 1876, 1,663 ships and 3,418,940 tons; in 1878, 1,593 ships and 3,201,535 tons; in 1879, 1,477 ships and 3,236,942 tons. The receipts during this period rose from £1,159,000 in 1870 to £23,886,000 in 1875 and £39,840,000 in 1880. Last year 221 ships, with a total tonnage of 353,985 tons, passed through the canal for the first time. Compared with the previous year, this is an increase of 66 ships and 118,371 tons.

Fifty years ago John Morgan, a Freemason of Batavia, State of New York, threatened to reveal the secrets of Freemasonry to the Chairman and Directors. Some men, wearing masks, entered Morgan's house, carried him away, and he was never seen afterwards. It was rumoured that the masked brethren had carried him to Niagara and hung him into the river. For a long time the affair caused a great sensation throughout the States, and for more than ten years entered into the politics of the country, two parties being formed, one Masonic, the other anti-Masonic. A general election coming on, the anti-Masons discovered what they alleged to be the body of Morgan, who had been murdered on the shores of Lake Ontario. The Freemasons investigated the matter, and denied the identity of the body. After all these years the mystery of Morgan's disappearance has just come to light. His remains have been found at Batavia, together with the manuscript of his book. The publication of the details of the affair will revive one of the most sensational tragedies that ever took place in the country. The place where the remains of Morgan were found is the little town of Pembroke, eleven miles from Batavia. Workmen were engaged in opening a stone quarry, when they found a skeleton under thick layers of rock. They also found a ring bearing Morgan's initials, and a tobacco box containing a paper which under a microscope was seen to bear the words "Mason," "ilar," "prison," "kill," &c.

(London *China Express*, June 24.)

The P. and O. steamer *Kalewa-Hind* sailed from Southampton on the 22nd inst., with a crew of the tonnage of £147,520, including £73,600 for Peking; £21,100 for Hongkong; and £8,820 for Shanghai, all in Mexican dollars.

A memorial on the subject of marriage with a deceased wife's sister has been presented to the Prime Minister, asking his assistance in bringing the question before the House of Commons. This memorial was signed by 253 members of Parliament, Conservative and Liberal, representing one-half of the entire electoral body of the United Kingdom. Mr Gladstone, in reply, has expressed his regret that the interest and the embarrassments connected at time with the Irish Land Bill are too great at present to allow of any promise that the Bill shall be dealt with during the present session.

The following in the text of a resolution of which Mr Labouchere has given notice in the House of Commons:—"That in the opinion of this House it is expedient that an alteration be made in the existing system by which the hereditary branch of the Legislature is enabled to stultify the will of the nation, as expressed by its elected representatives."

Some three hundred members of the United Service Club having asked that Col. Valentine Baker-Baker Pacha—be re-admitted to the club, his name has been put up for re-election, and the balloting will take place shortly.

The following appointments are announced:—Sir John H. Glover, C.G.M.G., to Governor of the Lizard Islands; Mr. W. Robinson, C.G.M.G., to be Governor of the Windward Islands; and Sir H. F. B. Maze, K.C.M.G., to be Governor of Newfoundland.

A Parliamentary paper containing a copy of a memorandum by Mr. C. U. Atchison, Chief Commissioner of British Burma, on the consumption of opium in that country has been issued.

There has been launched from the Tyne Iron Shipbuilding Company's, Limited, yard an iron screw-steamer, named *The Merle*, built to the order of Mr. W. Buchan Ritchie, of Dundee. She has been built as a "three-decked" vessel to the highest class at Lloyd's for the Indian, China, and Atlantic trades, in 300 feet long, 36 feet beam, and depth 26 feet moulded. She will have two large double-ended boilers, and engines of 250-horse power, by the North-Eastern Engineering Company, Limited. She will be commanded by Captain Alexander Laws, late of the *Lady Kinwart*.

In March, 1879 (say the *Broad Arrow*), a supernumerary lieutenant of the *Iron Duke*, at Hongkong, was tried by court-martial on two charges, the first being of a very grave nature. On this charge he was acquitted, but was convicted on the other, and sentenced to be dismissed from the service with disgrace. The case, together with the evidence and all the proceedings of the court, has lately been submitted to counsel (Sir Hastings Giffard, M.P., and Sir S. Caldecott), who are of opinion that the evidence on the first charge was in every respect conducted at every point with a reputation as plausible or unavoidable that no charge could be made only by the man who had just recently been superseded by a successor. He might be accused of negligence, and a neglect of duty, but who might possibly have been led to commit such a charge as a protest against him; that the court therefore acquitted the accused on that charge; that he was then convicted on the second charge conduct unbecoming a naval disciplinarian, and that the sentence of naval discipline—but in a less severe degree—was to be made to the Admiralty. An appeal based on this emphatic

opinion was accordingly made to the Admiralty to modify this harsh sentence, and we are glad to be able to announce that their lordships have so far concurred with counsel that they have struck out the words "with disgrace."

A report has been made to the Admiralty with regard to the *Syntia*. An order was received to repair and refit her for surveying service in the Far East. When the workmen commenced to overhaul her it was found that her principal timbers were in an advanced state of decay. It is expected the Admiralty will give instructions for her to be broken up.

The trooper *Tyne*, from China, arrived at Sheerness on the 19th inst., from Portsmouth, on her way to Woodlith.

Lieutenant J. E. Gregory, is appointed to the *Kalewa* on the China Station, vice Lieutenant Tring.

The three freight owners of the *Moscow*, description which Russia possesses have been increased by the launch of the *Dmitri Donskoii* and *Vladimir Monomach*. These vessels are 290ft. long, 52ft. broad, 21ft. deep, and they displace 6,754 tons. Their engines are of 7,000 indicated horse power. Their hulls are constructed of steel. For protection they are armoured with a belt 1in. thick, and have a central battery 38ft. long for their guns. This battery consists of 12in. plates worked on to 24in. of teak backing. The armament comprises four 6in. guns, two 6in. fired on barbette, four 4-pounds, and eight mitrailleuses. Some time will elapse before these new vessels will be ready to join the active fleet.

The Portuguese Government has renewed its solicitations to the British Government for a modification of the alcoholic scale in favour of Portuguese wines.

The P. and O. Company's steamer *Brindisi*, which left Southampton on the 15th inst., with passengers and cargo for Bombay, has arrived at Malta with machinery broken down, one of the cylinders being cracked. Arrangements will be made by the company by which no interruption will be occasioned to the Brindisi's maiden voyage.

Last night the great southern comet, which has attracted so much attention in South America and at the Cape of Good Hope, rose sufficiently above the horizon to be visible in the northern part of the heavens all over the United Kingdom.

The degree of Doctor of Divinity, *Jure Disputatus*, has been conferred by the University of Cambridge upon the Right Rev. G. H. Hosier, of St. John's, Bishop of the Straits Settlements; also the degree of LL.D. upon Dr. Makio Kiruchi, a former student of St. John's College, but now a resident in Tokio. This latter degree was conferred by proxy.

Telegraphic advice from Washington report that at the request of the Chinese Government Lieutenant Manning, of the American Marines, has been granted permission to enter the Chinese naval service, with a view to organising a Chinese corps of Marines.

We regret to hear that a telegram has been received by the Marquis Tseng, the Chinese Minister, reporting the death of his younger and only brother, which occurred at Peking.

Official statistics issued by the United States Government show that 1,400 Chinese emigrants arrived during the month of May.

The Marquis of Huntly has placed his resignation of the post of Captain of the Guardsman's Guard in the hands of the Government; but this is in no way due to political differences. The marquis intends resigning abroad in future.

Mr Lewis Potter, one of the directors of the late City of Glasgow Bank, who suffered eighteen months' imprisonment for falsifying the balance-sheets of that important concern, died on the 17th inst., at the age of eighty-four. He was nearly half a century a prominent merchant in Glasgow.

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A Russian merchant, M. Sibiriakov, is preparing three sledge expeditions for the River Jenisei, with the object of assisting the crews of the two steamers *Oscar Dickson* and *Nordland*, which have wintered in that place since last October. There are twenty-seven men in all, and they are supposed to have wintered in the house previously built by M. Sibiriakov there.

The New York newspapers state that two claimants to the Tichborne estate have recently appeared, one at Winnipeg (Manitoba) and the other at San Francisco, both pretending to be Sir Roger Tichborne. The account adds that the San Francisco claimant was subjected to a rigid examination by an eminent lawyer, who declares him to be either the real Roger Tichborne or a most adept swindler. The Duke of Sutherland and Dr. Russell also had an interview with him during their stay in San Francisco.

The *Walls Castle*, barque, from Liverpool for Chetoo, put into Cape Town, June 19, with bowsprit sprung, making two knots of water per hour, and jettisoned cargo to the extent of about 50 tons.

THE HONGKONG, CANTON AND MACAO STEAM-BOAT COMPANY, LIMITED.

HALF-YEARLY MEETING THIS AFTERNOON.

The ordinary half-yearly meeting of shareholders was held at the Office of the Company this afternoon (28th). There were present Mr E. R. Bellairs, who presided, and Messrs A. MacIver, W. Reiners, and F. Bulkeley Johnson, Directors; and the following shareholders:—Messrs. W. M. Morgan, H. Smith, P. B. Cama, J. M. Fleming, D. MacCulloch, H. N. Moly, H. B. Pollock, T. T. Benning, A. E. Vauher, Granville Sharp, T. Arnold, and P. A. de Costa, Secretary.

The Chairman said the report and the accounts for the half year ending June 30th had been in the hands of the shareholders for some days; he presumed they would now permit him to take them as read. The meeting signified its approval, the Chairman went on to say that they would observe that the *Kinshia* machinery was to be removed and stored, and the hull and boiler would be sold at the price they would fetch in the market. That vessel was built in 1863, and she had therefore served the Company for a period of 18 years. Old as she was she might have been utilised for a few years more probably for the Company's purposes, but to be in accord with the rules of the recently promulgated Shipping Ordinance would have put the Company to considerable expense. This the Directors decided not to do. The experience of the Company in wooden vessels had not been favourable. It was therefore deemed advisable to get rid of her by public sale. Unfortunately for them, however, the conditions of the agreement submitted by the *Kinshia* were such that no suitable bid would have been obtained at auction. The *Pearl White Cloud* and the *Kinshia* had all been recently docked and examined and passed by the Government Surveyors; the two latter were wooden steamers. The *White Cloud* was built of pine, mounted with iron, in September 1875. The *Kinshia*, which was iron-fastened, was thoroughly remo-

vated with hard wood in the middle of 1879. Experts told them that vessels built of pine were calculated to last 11 or 13 years. There were at this moment reports on the table from men competent to judge of this, an inspection of which would convince the shareholders that these vessels had many years of life in them yet. The *Spark* was an old steamer but she was doing her work efficiently. This vessel stood at a very small figure on the Company's books. If she were exchanged from these waters no great loss would be incurred by the proprietor under the circumstances, and it was contemplated to replace the wooden vessels by iron steamers as the wooden steamers died out; this could be accomplished out of their reserves of iron, but to do this there would be a strong position, it would be proposed, to cut somewhat the future dividend, and he hoped the shareholders would not be disappointed were that done. The new steamer which was now being built with a belt 1in. thick, and have a central battery 38ft. long for their guns. This battery consists of 12in. plates worked on to 24in. of teak backing. The armament comprises four 6in. guns, two 6in. fired on barbette, four 4-pounds, and eight mitrailleuses. Some time will elapse before these new vessels will be ready to join the active fleet.

A report has been made to the Admiralty with regard to the *Syntia*. An order was received to repair and refit her for surveying service in the Far East. When the workmen commenced to overhaul her it was found that her principal timbers were in an advanced state of decay. It is expected the Admiralty will give instructions for her to be broken up.

The trooper *Tyne*, from China, arrived at Sheerness on the 19th inst., from Portsmouth, on her way to Woodlith.

Lieutenant J. E. Gregory, is appointed to the *Kalewa* on the China Station, vice Lieutenant Tring.

The three freight owners of the *Moscow*, description which Russia possesses have been increased by the launch of the *Dmitri Donskoii* and *Vladimir Monomach*. These vessels are 290ft. long, 52ft. broad, 21ft. deep, and they displace 6,754 tons. Their engines are of 7,000 indicated horse power. Their hulls are constructed of steel. For protection they are armoured with a belt 1in. thick, and have a central battery 38ft.

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THE CHINA MAIL.

[No. 5628.—JULY]

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Technology, Folklore, Geography, History, Literature, Mythology, Maniera and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as also those queries which though asking for information, furnish no or unpublisched details concerning the matter in hand. It is desirable to make the Queries, proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty-page, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address, *China Review*, Hongkong—Northern Christian Advocate (U.S.).

A ruined Oriental Record contains the following notice of the *China Review*—“This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries* on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judicious by the number now before us, is intended to occupy a position, as regards China and its neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been given of late years upon the investigation of Chinese literature, antiquities and material developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the magisters of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shu King*, by the Rev. E. J. Etel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. E. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, it carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that the opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum, delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the contractors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive to tone—in almost limitless. It is on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

FREDERIC ALGAR, COLONIAL NEWSPAPER & COMMIS- SION AGENT,

11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

Hongkong Rates of Postage.

(Revised July 1st, 1881.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packages may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole may be paid at Book Rate. Prices current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route—
Letters, 10 cents per oz.
Post Cards, 8 cents each.
Registration, 10 cents.
Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom—
Letters, 10 cents.
Registration, None.
Newspapers, 2 cents.
Books & Patterns, 5 cents.

West Indies (Non Union)*, Bolivia
Costa Rica, Nicaragua.

Letters, 30 cents.
Registration, None.
Newspapers, 5 cents.
Books & Patterns, 5 cents.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10 cents; Registration, 10 cents; Newspapers, 2 books; Books and Patterns, 2 cents; Via Galle, Letters, 25 cents; Registration, 10 cents; Newspapers, 2 books; Patterns, 2 cents.

Natal, the Cape, St. Helena, and Ascension, via London, Letters, 10 cents; Registration, 10 cents; Newspapers, 5 cents; Books and Patterns, 5 cents.

* A small extra charge is made on delivery. + There is Registration to British W. India Islands, 10 cents.

Stores, Books, &c.

General Outfitter, Hosier, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, with special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & CO., Queen's Road Central.

American and English Stores, Books, and specially selected Signs.—MAC-EWEN, FRICKEL & CO.

Chair and Boat Hire.

LEGALIZED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats:

Half hour, ...10 cts | Hour, ...20 cts.
Three hours, ...50 cts; six hours, ...70 cts
Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.

Single Trip.
Four Coolies, ...\$1.00
Three Coolies, ...0.85
Two Coolies, ...0.70

Return (direct or by Pok-foo-lum).

Four Coolies, ...\$1.50
Three Coolies, ...1.20
Two Coolies, ...1.00

Return (direct or by Pok-foo-lum).

Four Coolies, ...\$1.00
Three Coolies, ...0.85
Two Coolies, ...0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip to Peak, ...\$0.75 each Coolie, (12 hours) ...\$0.60 each Coolie.

Licensed Bearers (each).

Hour, ...10 cents.
Half Day, ...35 cents.
Day, ...60 cents.

BOAT AND COOLIE HIRE.

BOATS.
1st Class Cargo Boat of 8 or 900 piculs, per Day, ...\$5.00
1st Class Cargo Boat of 8 or 900 piculs, per Load, ...2.00

2nd Class Cargo Boat of 600 piculs, per Day, ...2.50
2nd Class Cargo Boat of 600 piculs, per Load, ...1.75

3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Day, ...1.50
3rd Class Cargo Boat or Ha-kan Boat of 300 piculs, per Load, ...1.00

4th Class Cargo Boat or Ha-kan Boat of 300 piculs, Half Day, ...50

COOLIES.

or Pullaway Boats, per Day, ...\$1.00
One Hour, ...50
Half-Hour, ...10 cents extra.

Nothing in this Scale prevents private agreements.

TEA COOKIES.

Scale of Hires for Street Cookies.
One Day, ...35 cents.
Half Day, ...20
Three Hours, ...15
Half Hour, ...5

Nothing in the above Scale to affect private agreements.

Local Postal Post.

1. Small Parcels may be sent by Post at Book rates between any of the Post Offices in China or Japan, as well as to Macao, Falchoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The parcels may be wholly closed if they bear this special endorsement of PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted:—
Parcels insufficiently packed or protected, liable to be crushed (as bandboxes, &c.), Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruits, Vegetables, or whatever is dangerous to the mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule for delivery by Private Ship; not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel unless Registered.

4. The public are cautioned not to confound these facilities with a *Parcel Post* to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:

1. No Letter or Packet, whether to be registered or unregistered, can be sent for postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of durable articles, unless the amount sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1.—Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one cent for cashing them.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departure of the mails.

4.—No order must exceed £10, or \$50, or include any fraction of a penny, nor will more than five such orders be issued to the same person, in favour of the same payee, or to the same address, in the same day, and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.
Up to £2, ...18 cents.
" 25, ...36
" 37, ...54
" 40, ...72

Local and Intercolonial Orders.

Up to \$25 or £5, ...26 cents.

" \$50 or £10, ...50

5.—Lists of Money Order Offices in the United Kingdom and Shanghai.

6.—Names must be given in full (except when there is more than one. Omission of name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for